

Appendix D:

Typical Cross-Section Graphics

(Not Yet Adopted as Public Works Standards)

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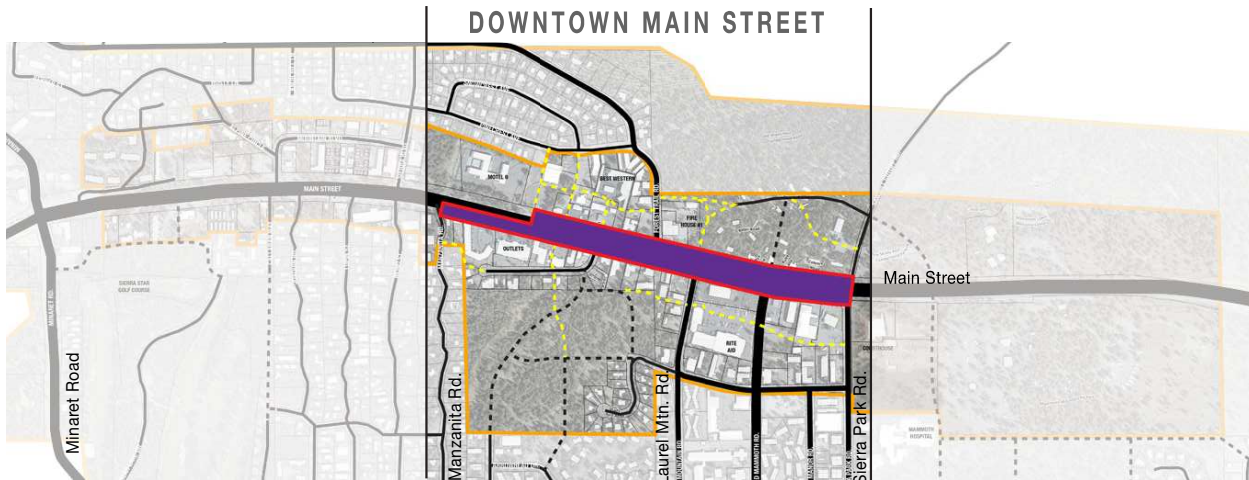
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DOWNTOWN CONCEPT FOR MAIN STREET TYPICAL SECTIONS

PER THE MAIN STREET PLAN (2014)

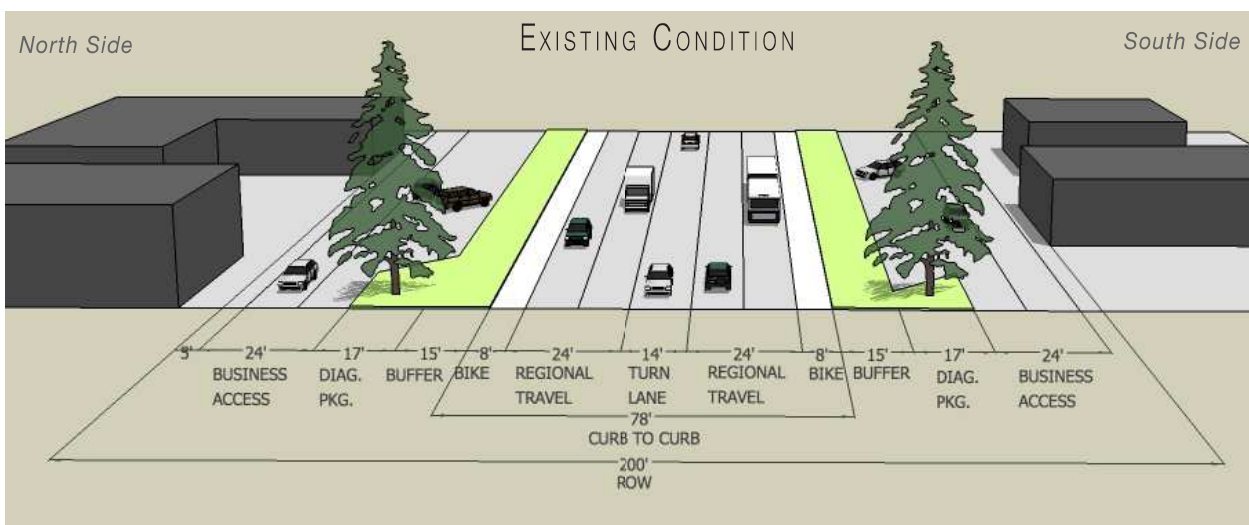
Downtown Main Street - A Grand Avenue

At the heart of downtown, the street would be reconfigured as a “grand avenue” that serves as a signature image for the Town.



EXISTING CONDITIONS IN THE DOWNTOWN MAIN STREET AREA

The Town has recently completed some pedestrian, bike and landscape improvements in the Downtown Main Street area. However, the overall design and configuration of Main Street in this area remains dominated by cars, with most existing buildings separated from the street by parking areas and driving lanes. Frontage lanes exist on both the north and south side of Main Street throughout most of the Downtown Main Street area. Although these lanes reduce the need for multiple driveways and provide access to parking areas, they also create a very wide, auto-centric area between businesses on either side of Main Street (see below.)



Note: shadows are shown at summer solstice.

RECOMMENDED DESIGN FOR THE DOWNTOWN MAIN STREET AREA

Downtown Main Street will be the heart of the improved Downtown character area. The design for this section of the street includes:

- Two auto travel lanes in each direction along Main Street
- A landscaped median and more formal turn lane in the center of the street
- Parallel parking within the curb-to-curb dimension (replaces existing bike lanes)
- A landscape buffer area, cycle track and wide sidewalk outside of the curb
- Removal of the frontage roads to allow redevelopment to move forward to the edge of the new sidewalk (approximately 35' closer to the street than most existing buildings)

Key Features:

- 130' Main Street right-of-way
- 14' median
- On-street parallel parking
- Protected bike lanes (cycle track)
- 70' *land gain (35' each side)
- Significant trees saved
- 6' buffer, 12' sidewalk

Opportunities:

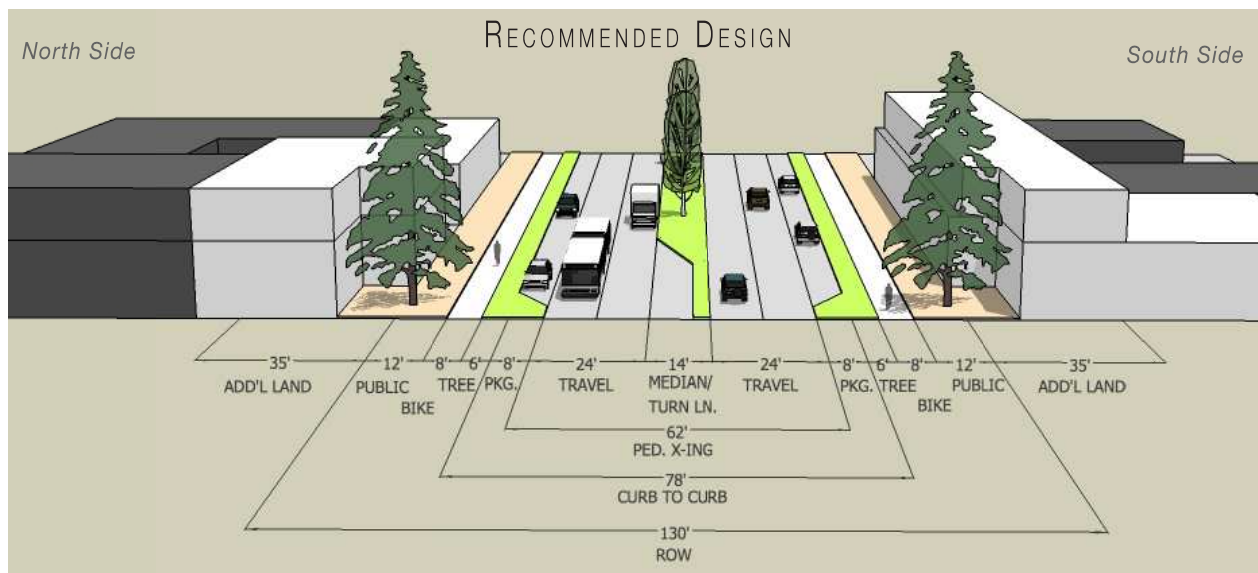
- Approximately 12.7 acres gained for redevelopment
- Keeps existing curb-to-curb dimension
- Easily phased
- Significant trees saved
- Median used for temporary snow storage
- Bikes and pedestrians protected from snow sludge/splashing

Constraints:

- May be difficult to parallel park with heavy traffic
- The Town (or management district) would be responsible for maintaining the bike path (rather than CalTrans)
- Need creative financing strategy to help pay for pedestrian upgrades



*Land gain = land that could become available for redevelopment under special conditions (see Chapter 8.)



Note: shadows are shown at summer solstice.

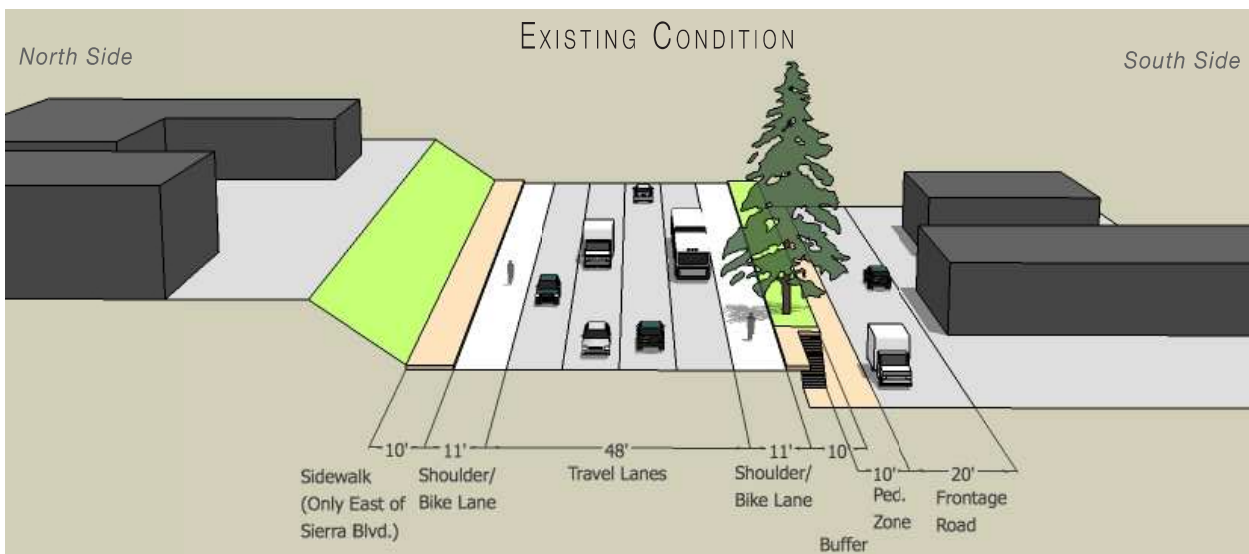
West Main Street Area A

The West Main Street Area A includes recent pedestrian improvements along the south side of Main Street and portions of the north side. The idea is to continue this progress. This is where significant grade changes on either side of Main Street begin to occur.



EXISTING CONDITIONS IN WEST MAIN STREET AREA A

The Town has recently made pedestrian upgrades on the south side of Main Street in this area, including a new sidewalk at the frontage road level with stairs and ramps leading up to the street level to access bus stops (5' to 15' above the frontage road). The north side of Main Street includes a sidewalk/multi-use path from the Motel 6 property to the bus stop just west of Sierra Blvd. There is no pedestrian infrastructure on the north side of Main Street west of the bus stop. The existing street includes two travel lanes in each direction and a bike lane/shoulder on either side of the street. The existing continuous left turn lane ends west of Manzanita.



Note: shadows are shown at summer solstice.

RECOMMENDED DESIGN FOR WEST MAIN STREET AREA A

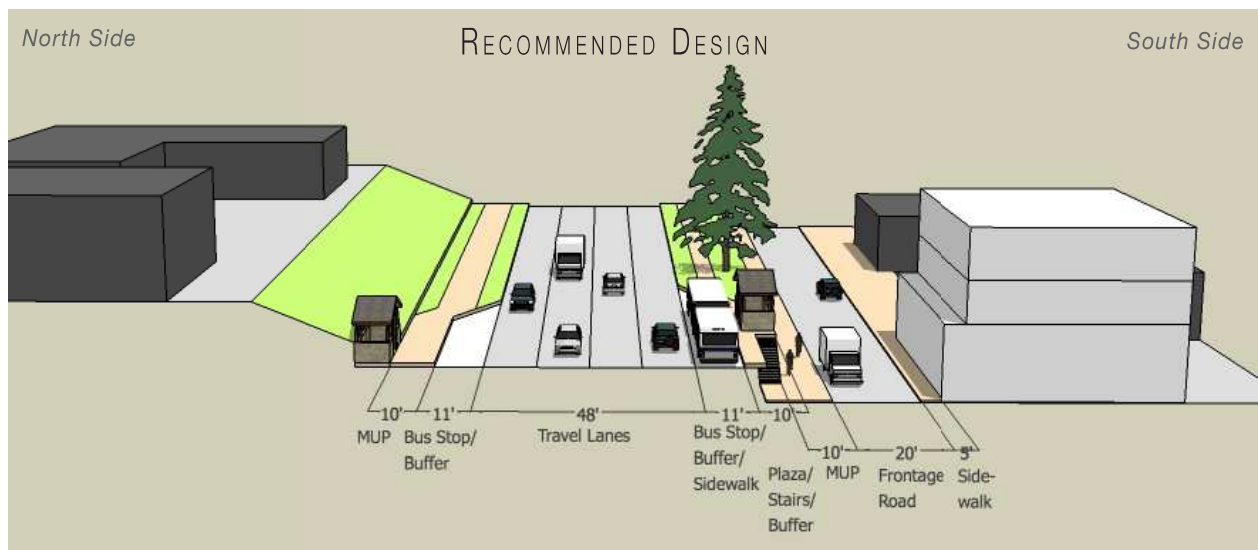
This street design area supports enhanced pedestrian, bicycle and transit features, as well as new development opportunities. However, because of the grade change and south side frontage road remaining in place, it may not see as much pedestrian activity as downtown. The design for this section of the street includes:

- Retaining recent improvements along the south side of Main Street
- New landscaping, sidewalk, and bus pullouts replace the existing bike lane/shoulder
- New bus shelters on the south and north (carved into the hillside) side of the street
- Conversion of the existing wide sidewalk at the south-side frontage road level into a multi-use path for pedestrians and bicycles (bicycles may choose to use the frontage road, which would include *sharrows)
- New sidewalks in front of businesses along the existing frontage road
- Encouraging redevelopment to move up to the sidewalk edge along the frontage road to create a more pedestrian-friendly environment (If parking remains in front of buildings, landscape buffers could minimize the visual impact of cars)
- Possible conversion of the frontage road into a one-way travel lane with parallel parking adjacent to businesses
- Retaining the existing multi-use path east of Sierra Boulevard, in front of the Motel 6
- A new multi-use path to connect into the existing path in front of Motel 6

Key Features:

- 200' right-of-way (48' curb-to-curb)
- No on-street parking
- Mixed-use paths (peds/bikes)
- Significant trees saved
- Frontage Road kept on south side
- New transit stops/plazas

**a sharrow is a painted icon in the street to indicate that autos must share the lane with bicyclists.*



Note: shadows are shown at summer solstice.

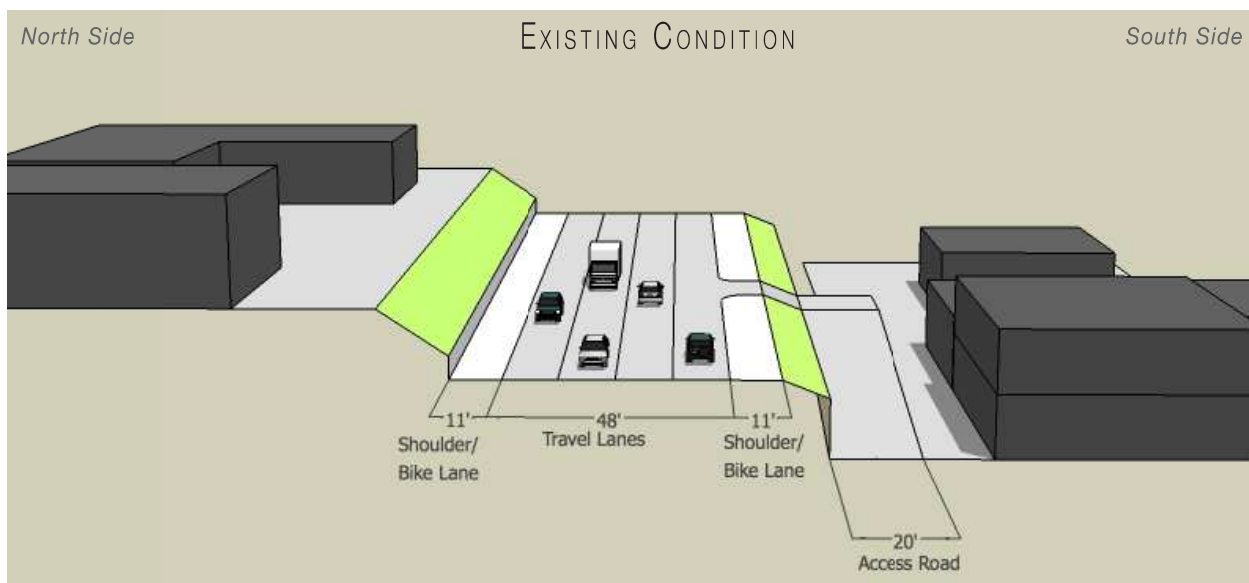
West Main Street Area B

West Main Street Area B currently includes no pedestrian or bike facilities except for the extended shoulder along Main Street, which does not properly define areas for either mode of travel. In order to connect the corridor, improvements for pedestrians and bicyclists will be needed in this area.



EXISTING CONDITIONS IN WEST MAIN STREET AREA B

This area is currently automobile-oriented, with no sidewalks, and steep sloping hillsides that separate buildings from the street. A shoulder along the highway provides a bike lane and space for pedestrians. Individual driveways for each property provide access to buildings on the south side of Main Street. On the north side, Viewpoint Road traverses the hill to provide access.



Note: shadows are shown at summer solstice.

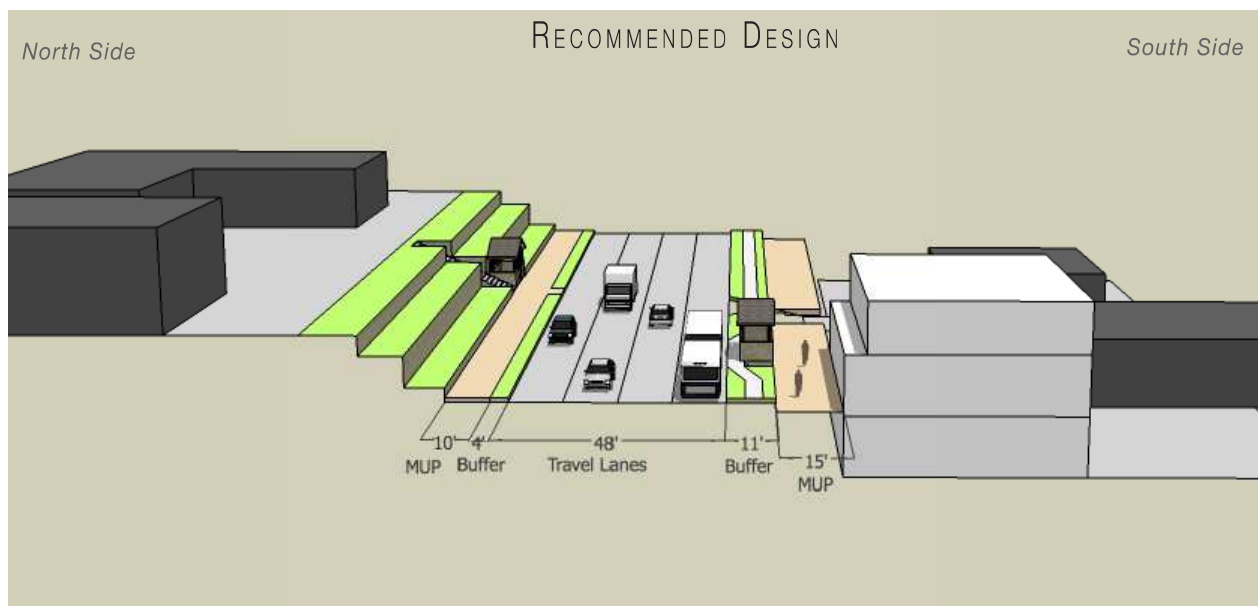
RECOMMENDED DESIGN FOR WEST MAIN STREET AREA B

This street design area supports opportunities for additional resort and residential development while helping to create a continuous connection for pedestrians and bikes to travel the full length of Main Street. The design for this section of the street includes:

- Two auto travel lanes in each direction along Main Street
- Enhanced bus shelters (bus pull-out areas will not be provided due to topography)
- A multi-use path adjacent to the curb on the north side of Main Street (replaces existing shoulder area)
- A multi-use path approximately 11' from the curb on the south side of Main Street (slightly below street level) to connect into existing bike network along Main Street east of Mountain Boulevard and the Lakes Basin trail to the west)
- A landscape buffer and sidewalk adjacent to the curb on the south side of Main Street (replaces existing shoulder area)
- Possible terracing of the north-side slope to create a more pedestrian-friendly environment and promote access to Main Street bus stops from uphill neighborhoods
- Opportunity for redevelopment to move closer to the street on the south side to activate the area and identify it as the western “gateway” to town

Key Features:

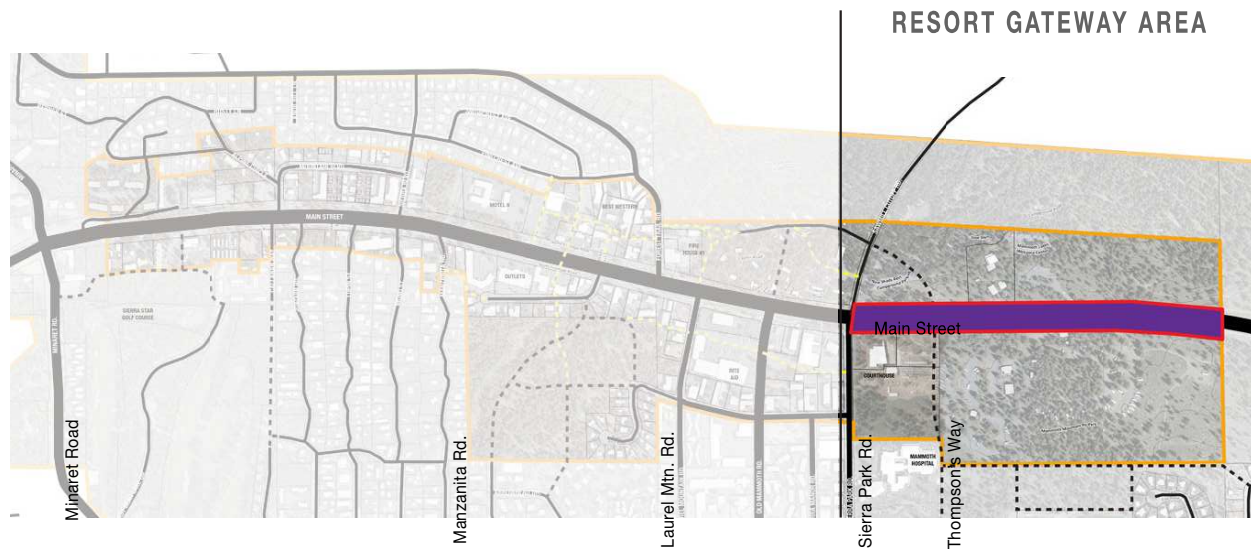
- 130'-140' right-of-way (48' curb-to-curb)
- No median
- No parking on-street
- Multi-use paths (peds./bikes)
- New transit shelters (no bus pull-outs)



Note: shadows are shown at summer solstice.

Resort Gateway Area

The Resort Gateway Area of Main Street should remain natural to help accent the entrance to Town.



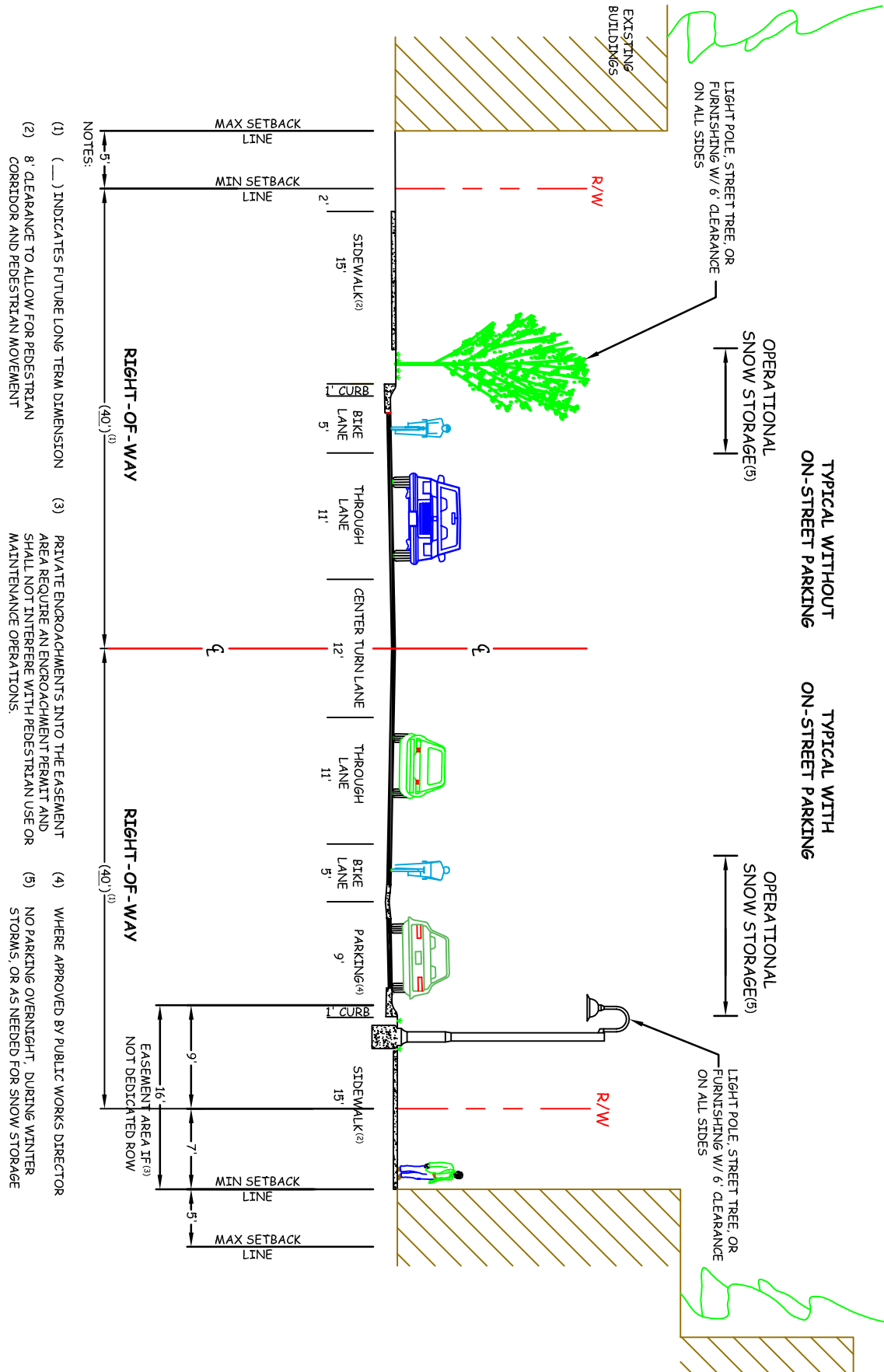
EXISTING CONDITIONS IN THE RESORT GATEWAY AREA (TO REMAIN)

This area of Main Street is part of the Resort Gateway character area, and will remain in a more “natural” setting than the rest of Main Street. Therefore, the area does not need to change significantly to promote the community vision for Main Street. The monument gateway located near Thompsons Way and the new courthouse are intended to be the grand entrance to Mammoth Lakes (and the Eastern Sierra.) In this area, Main Street will remain natural, highlighting the mountain experience with great views through breaks in the forest.



The easternmost part of Main Street should celebrate the natural surroundings with exposed views of the mountains and forests.

TYPICAL SECTION OLD MAMMOTH ROAD BUSINESS DISTRICT



TOWN OF MAMMOTH LAKES - DEPARTMENT OF PUBLIC WORKS



NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY

TYPICAL SECTION - OMR Business District

PUBLIC WORKS

DIRECTOR APPROVAL: _____

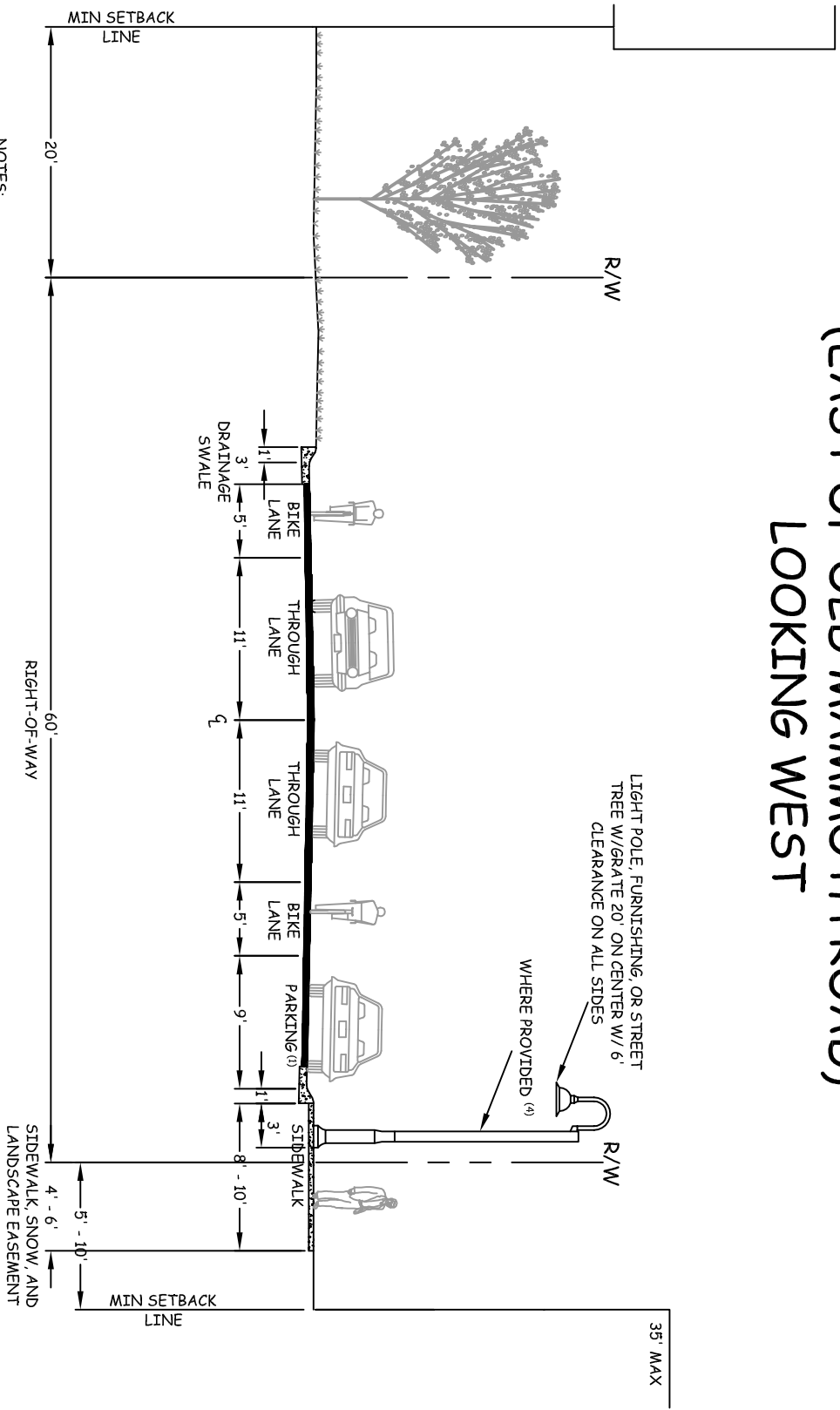
DATE: _____

STANDARD PLAN

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SHEET 1 OF 1

TYPICAL SECTION SIERRA NEVADA ROAD (EAST OF OLD MAMMOTH ROAD) LOOKING WEST



- NOTES:
- (1) PARALLEL PARKING WHERE APPROVED BY PUBLIC WORKS DIRECTOR
 - (2) PROVIDE STANDARD LIGHTING AT DRIVES AND INTERSECTIONS ONLY

TOWN OF MAMMOTH LAKES - DEPARTMENT OF PUBLIC WORKS

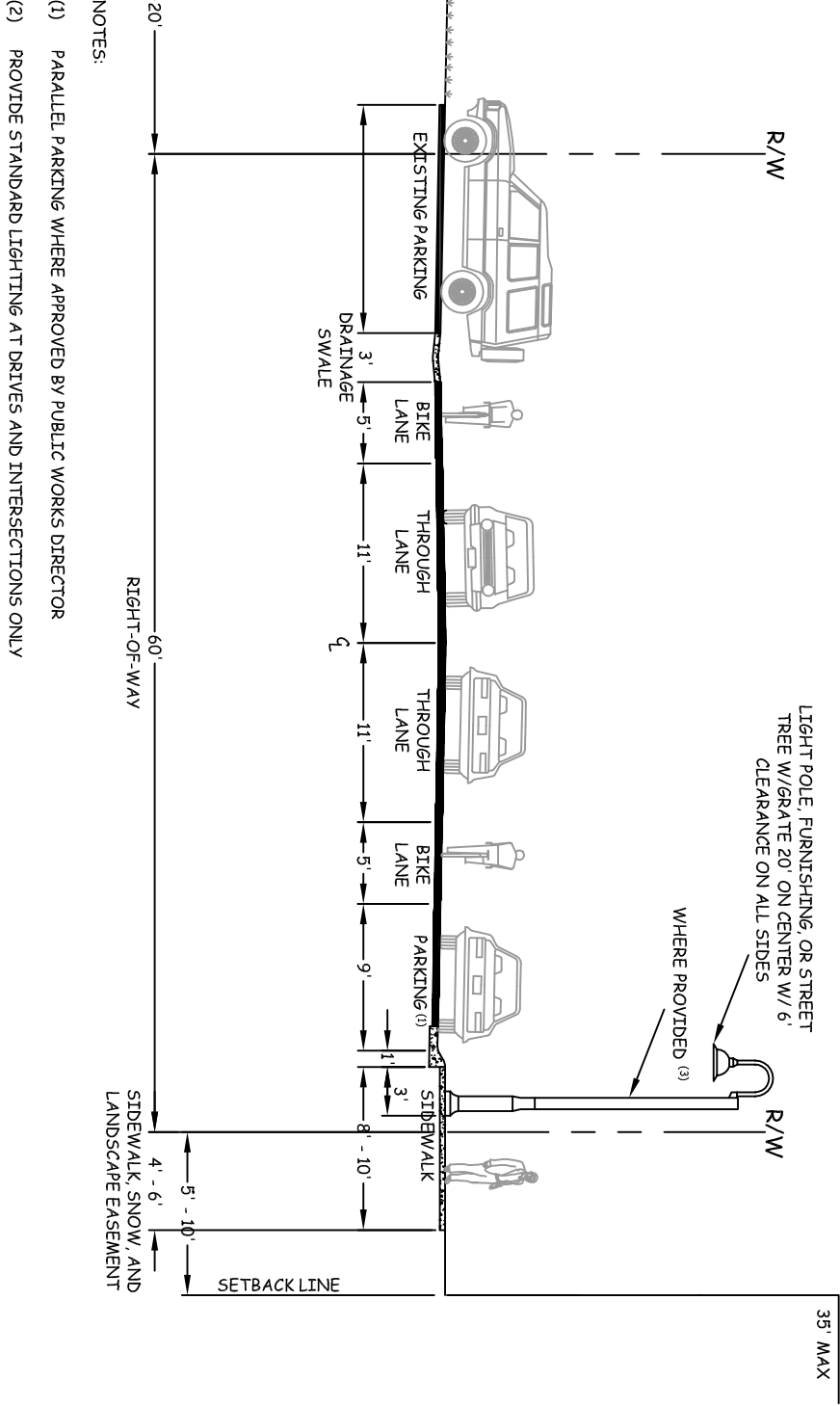


NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
TYPICAL SECTION - SIERRA NEVEADA ROAD (EAST OF OMR)

PUBLIC WORKS
 DIRECTOR APPROVAL: _____ DATE: _____

STANDARD PLAN
 - - - -
 SHEET 1 OF 1

TYPICAL SECTION SIERRA NEVADA ROAD (WEST OF OLD MAMMOTH ROAD) LOOKING WEST



- NOTES:
- (1) PARALLEL PARKING WHERE APPROVED BY PUBLIC WORKS DIRECTOR
 - (2) PROVIDE STANDARD LIGHTING AT DRIVES AND INTERSECTIONS ONLY

TOWN OF MAMMOTH LAKES - DEPARTMENT OF PUBLIC WORKS

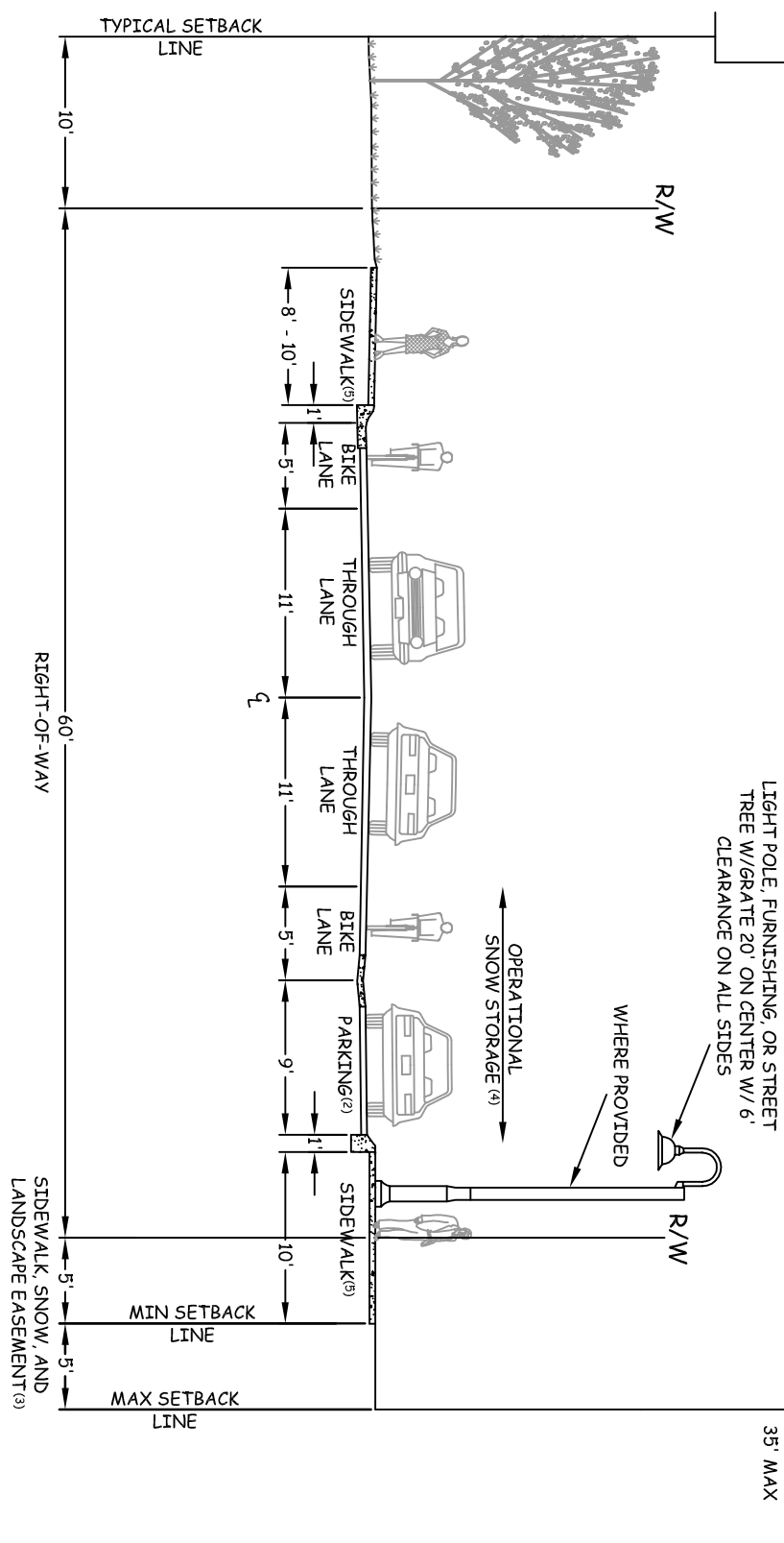


NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
TYPICAL SECTION - SIERRA NEVEADA ROAD (WEST OF OMR)

PUBLIC WORKS
DIRECTOR APPROVAL: _____ DATE: _____

STANDARD PLAN
- - - -
SHEET 1 OF 1

TYPICAL SECTION LAUREL MOUNTAIN ROAD (NORTH OF TAVERN ROAD) LOOKING NORTH



NOTES:

- (1) SIDEWALKS ON BOTH SIDES PER NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
- (2) PARALLEL PARKING WHERE APPROVED BY PUBLIC WORKS DIRECTOR
- (3) MAX 5' SETBACK FROM SIDEWALK PURSUANT TO NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
- (4) PROVIDE "NO PARKING DURING WINTER STORMS" SIGNS IF PARALLEL PARKING IS APPROVED
- (5) NO OUTSIDE DINING ON 8 - 10' SIDEWALKS PER NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY

TOWN OF MAMMOTH LAKES - DEPARTMENT OF PUBLIC WORKS



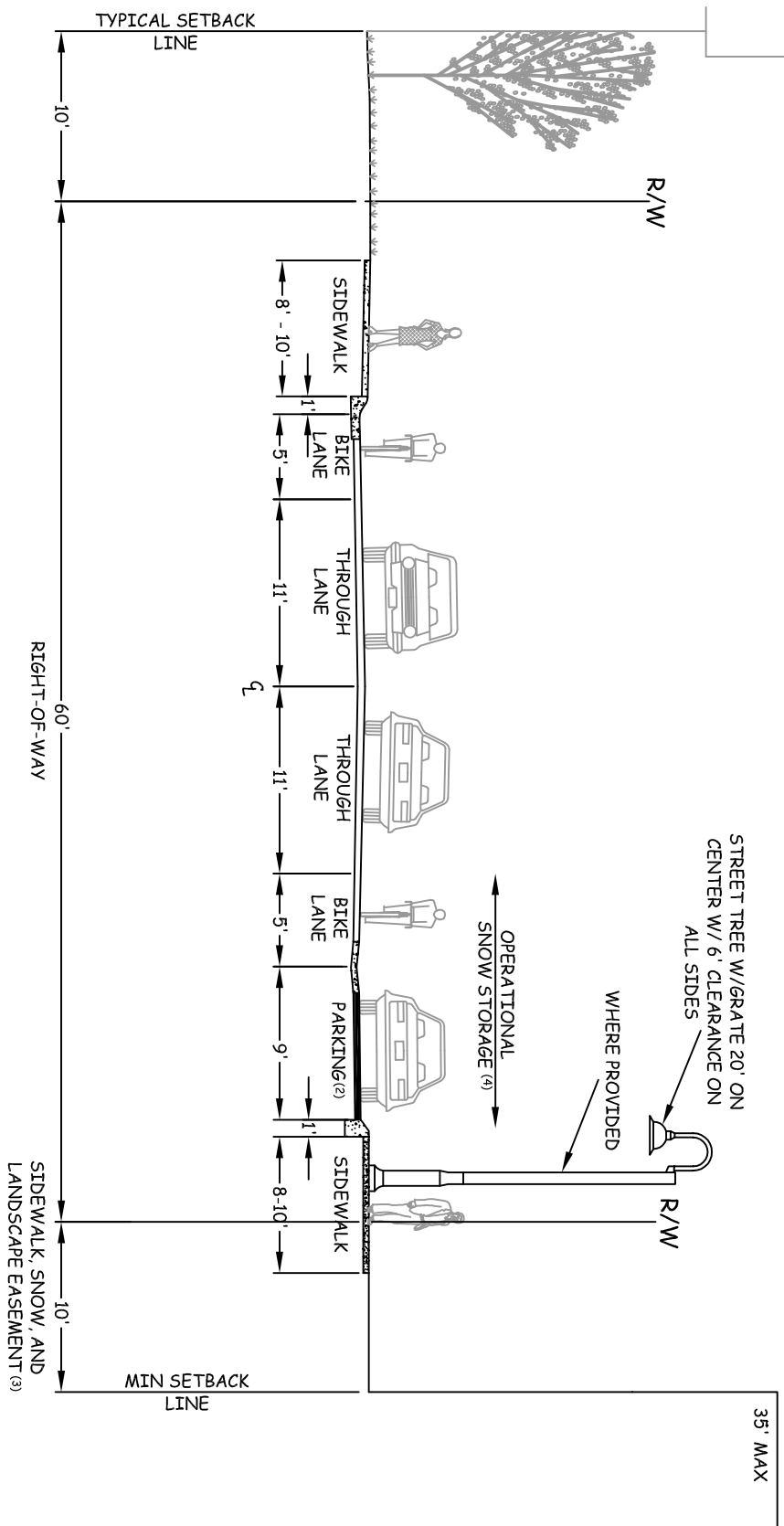
NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY TYPICAL SECTION - LAUREL MOUNTAIN ROAD (NORTH OF TAVERN)

PUBLIC WORKS
DIRECTOR APPROVAL: _____ DATE: _____

STANDARD PLAN

SHEET 1 OF 1

TYPICAL SECTION LAUREL MOUNTAIN ROAD (SOUTH OF TAVERN ROAD) LOOKING NORTH



NOTES:

- (1) SIDEWALKS ON BOTH SIDES PER NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
- (2) PARALLEL PARKING WHERE APPROVED BY PUBLIC WORKS DIRECTOR
- (3) MIN 10' SETBACK PURSUANT TO NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
- (4) PROVIDE "NO PARKING DURING WINTER STORMS" SIGNS IF PARALLEL PARKING IS APPROVED

TOWN OF MAMMOTH LAKES - DEPARTMENT OF PUBLIC WORKS



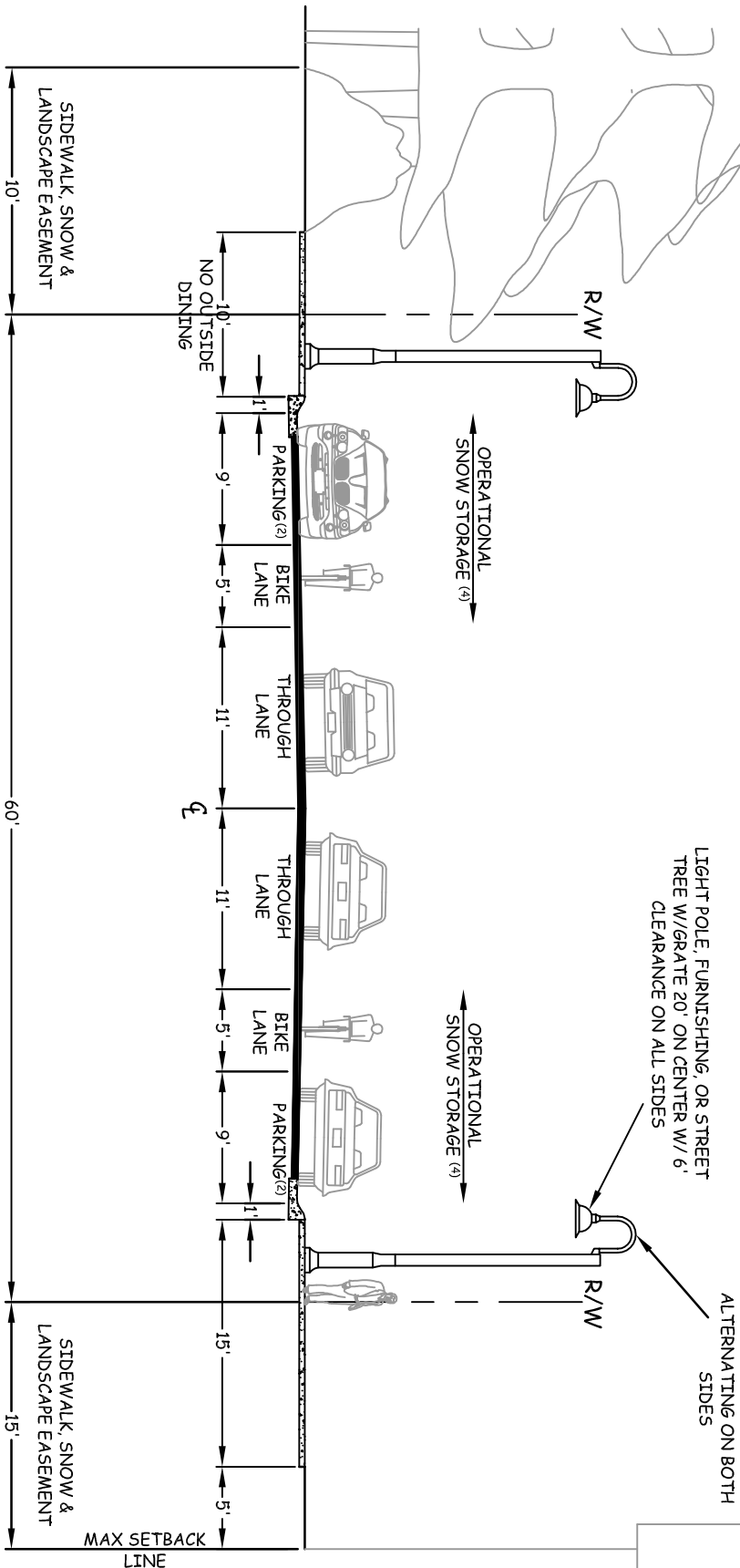
**NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
TYPICAL SECTION - LAUREL MOUNTAIN ROAD(SOUTH OF TAVERN)**

PUBLIC WORKS
DIRECTOR APPROVAL: _____ DATE: _____

STANDARD PLAN

SHEET 1 OF 1

TYPICAL SECTION TAVERN ROAD (COMMERCIAL AREAS LOOKING WEST)



RIGHT-OF-WAY

NOTES:

- (1) SIDEWALKS ON BOTH SIDES PER NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
- (2) PARALLEL PARKING WHERE APPROVED BY PUBLIC WORKS DIRECTOR
- (3) PROVIDE "NO PARKING DURING WINTER STORMS" SIGNS IF PARALLEL PARKING IS APPROVED
- (4) ADDITIONAL ROW MAY BE REQUIRED AT INTERSECTION FOR LEFT TURN POCKET

TOWN OF MAMMOTH LAKES - DEPARTMENT OF PUBLIC WORKS



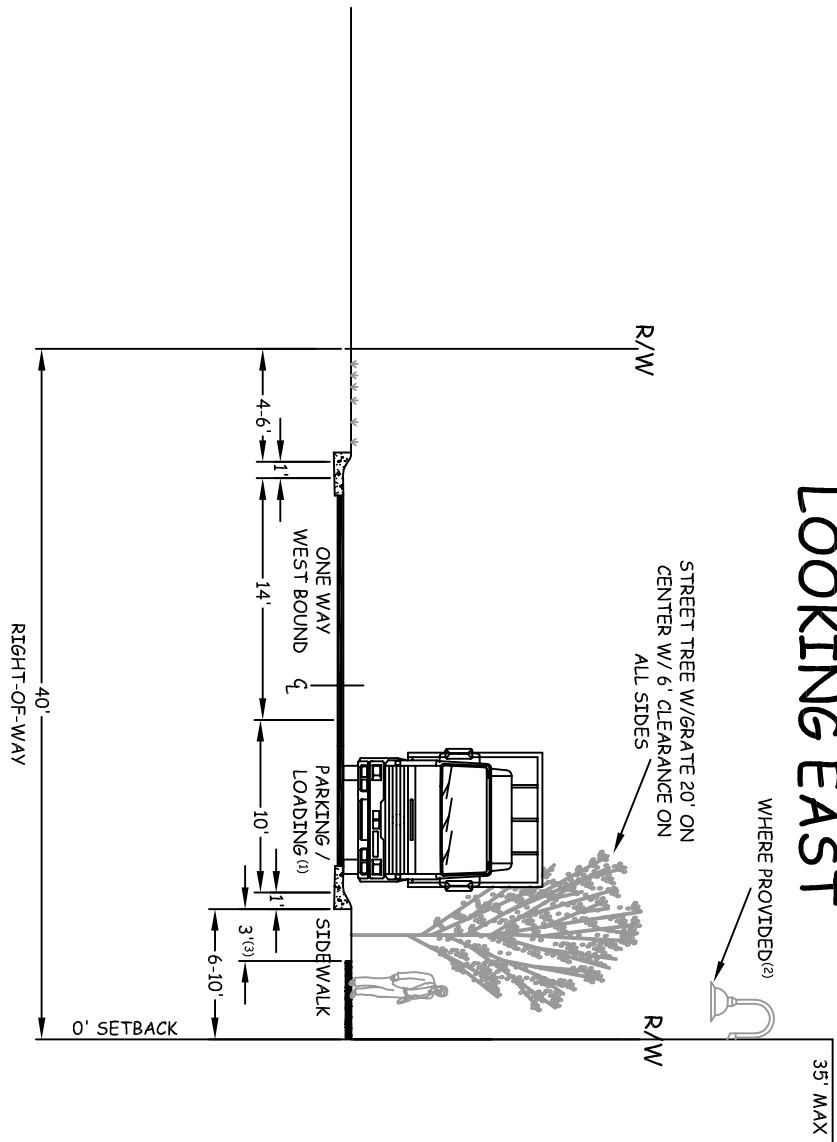
NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY
TYPICAL SECTION - TAVERN ROAD (COMMERCIAL AREAS)

PUBLIC WORKS
DIRECTOR APPROVAL: _____ DATE: _____

STANDARD PLAN

SHEET 1 OF 1

TYPICAL SECTION ONE-WAY MID-BLOCK CONNECTOR LOOKING EAST



NOTES:

- (1) PARKING / LOADING ZONE WHERE APPROVED BY PUBLIC WORKS DIRECTOR
- (2) OPTIONAL - ATTACH STREET LIGHTING TO BUILDING FACE. PROVIDE STANDARD LIGHTING AT DRIVES AND INTERSECTIONS
- (3) VARIES FROM 0' - 3' TO PROVIDE LANDSCAPE POCKETS

TOWN OF MAMMOTH LAKES - DEPARTMENT OF PUBLIC WORKS



NORTH OLD MAMMOTH ROAD DISTRICT SPECIAL STUDY TYPICAL SECTION - ONE-WAY MID-BLOCK CONNECTOR

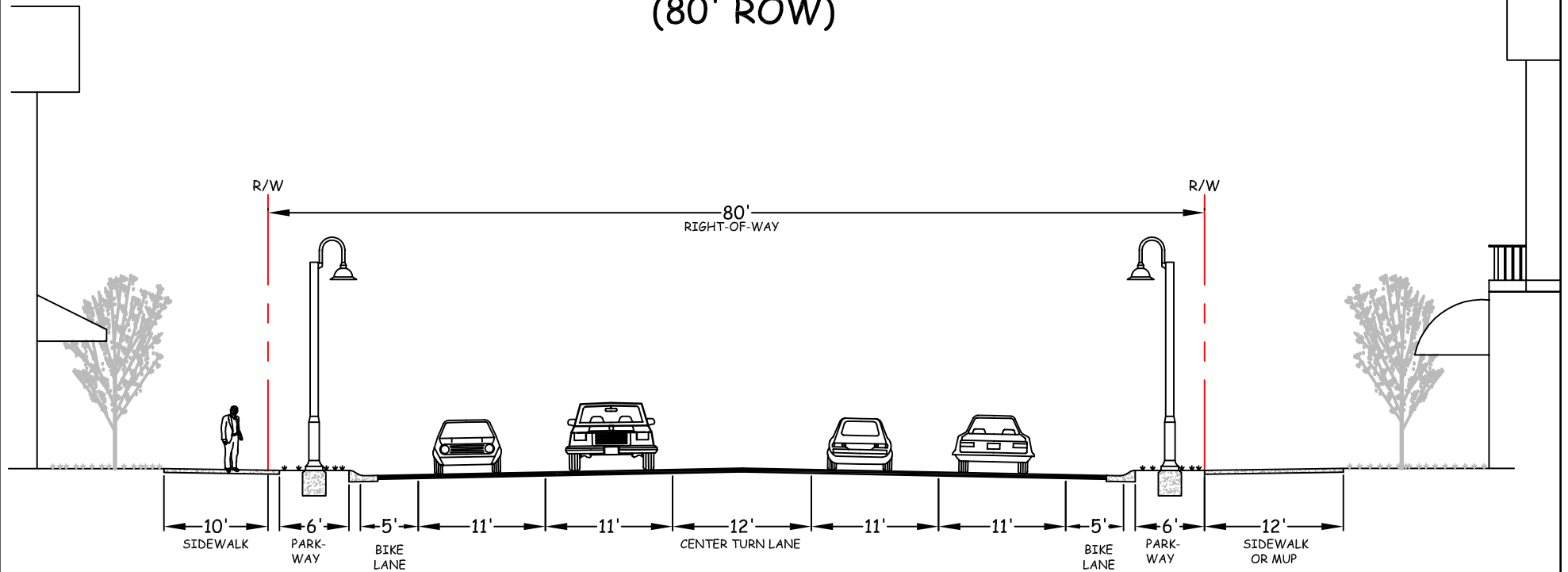
PUBLIC WORKS
DIRECTOR APPROVAL: _____ DATE: _____

STANDARD PLAN

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SHEET 1 OF 1

FOUR-LANE ARTERIAL WITH CENTER TURN LANE, BIKE LANES AND SIDEWALKS (80' ROW)

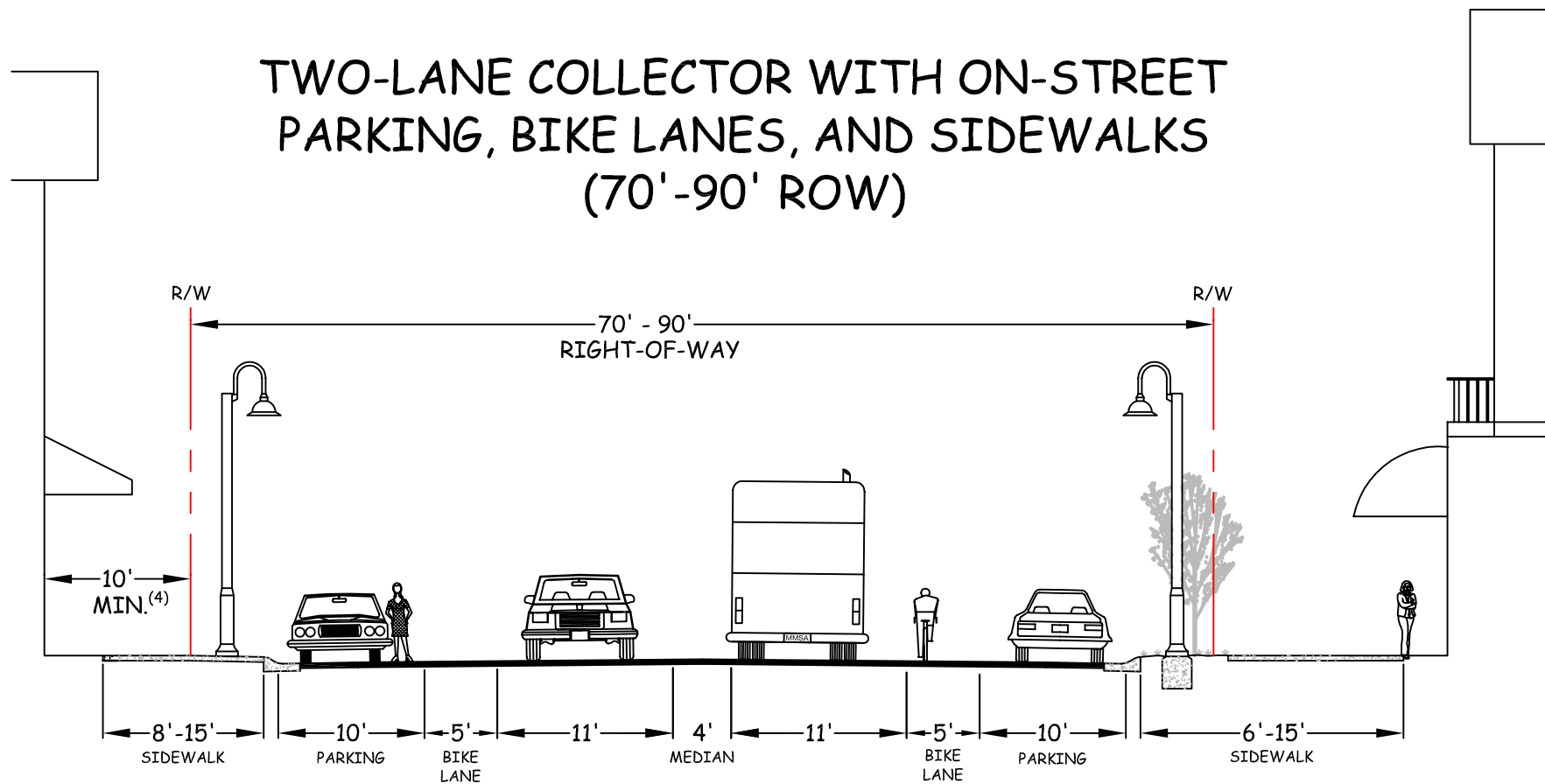


DESCRIPTION:

- 4 THROUGH LANES
- CENTER TURN LANE
- BIKE LANES
- SIDEWALKS OR MULTI-USE PATHS (MUPS)

- CONCEPTUAL TYPICAL SECTION TO BE USED FOR PLANNING PURPOSES ONLY

TWO-LANE COLLECTOR WITH ON-STREET PARKING, BIKE LANES, AND SIDEWALKS (70'-90' ROW)

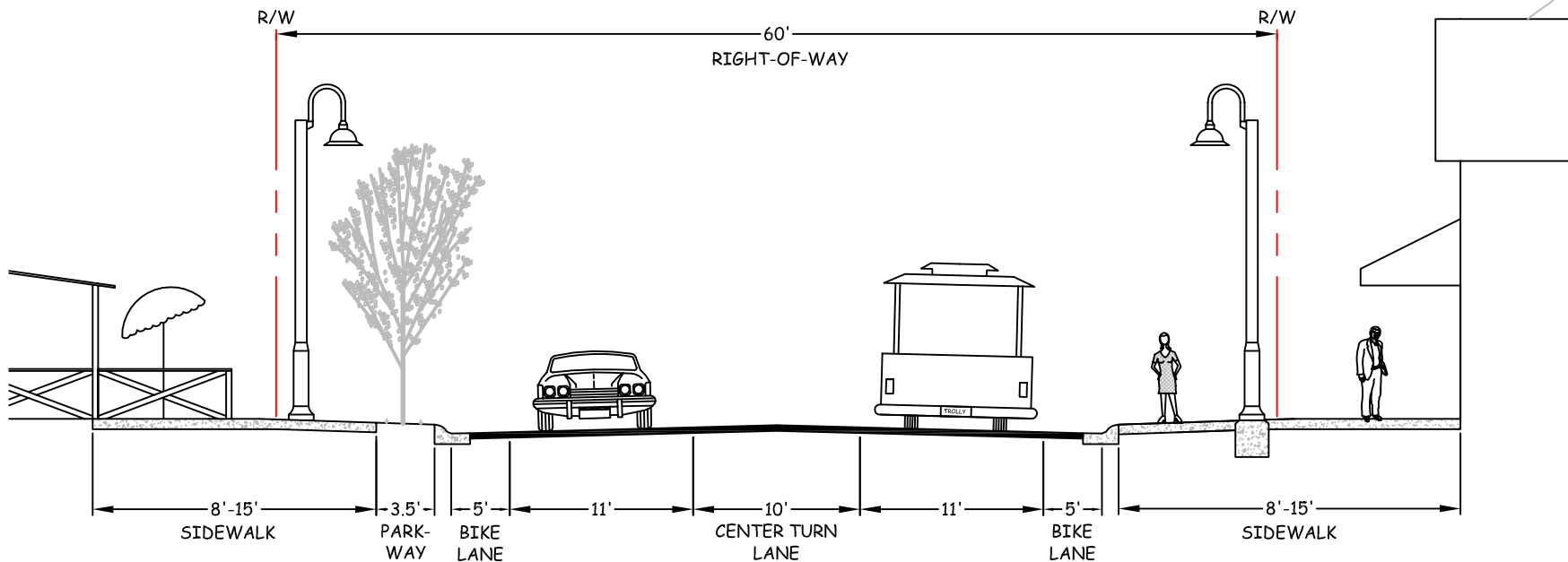


DESCRIPTION:

- 2 THROUGH LANES
- ON-STREET PARKING BOTH SIDES
- BIKE LANES
- SIDEWALKS

- CONCEPTUAL TYPICAL SECTION TO BE USED FOR PLANNING PURPOSES ONLY

TWO LANE COLLECTOR WITH CENTER
TURN LANE, BIKE LANES, AND SIDEWALKS
NO ON-STREET PARKING
(60' ROW)

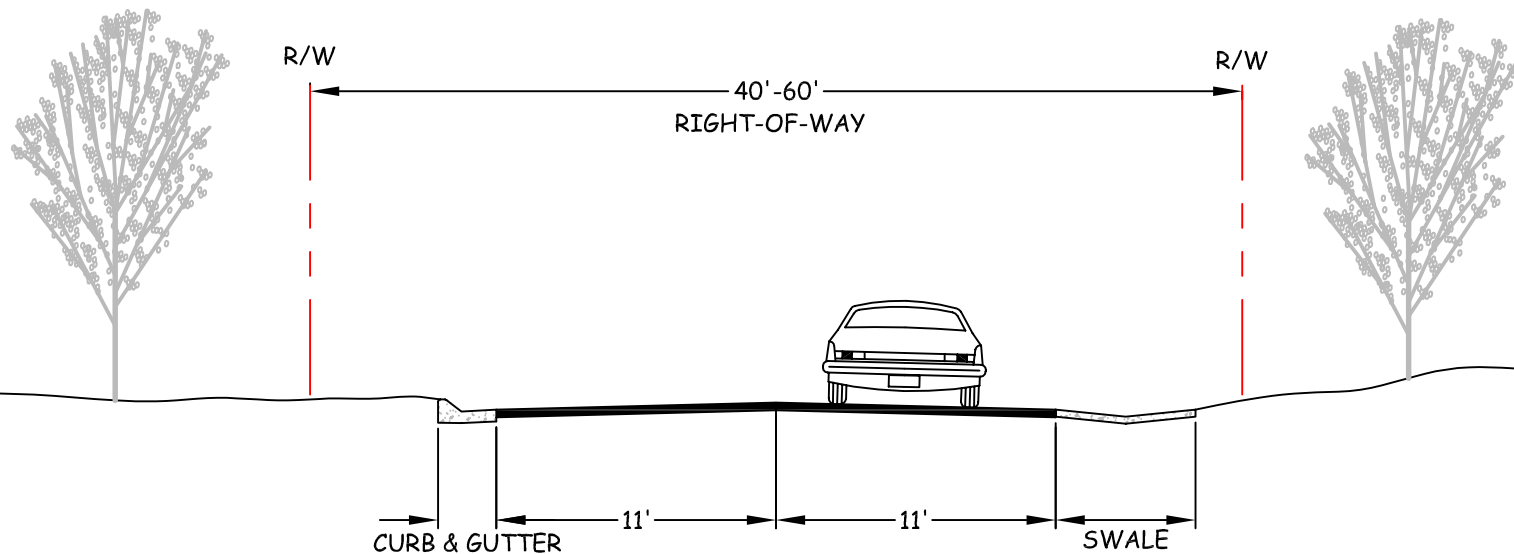


DESCRIPTION:

- 2 THROUGH LANES
- NO ON-STREET PARKING BOTH SIDES
- BIKE LANES
- SIDEWALKS
- CENTER TURN LANE

- CONCEPTUAL TYPICAL SECTION TO BE USED FOR PLANNING PURPOSES ONLY

TWO-LANE LOCAL RESIDENTIAL STREET WITHOUT BIKE LANES OR SIDEWALKS (40'-60' ROW)

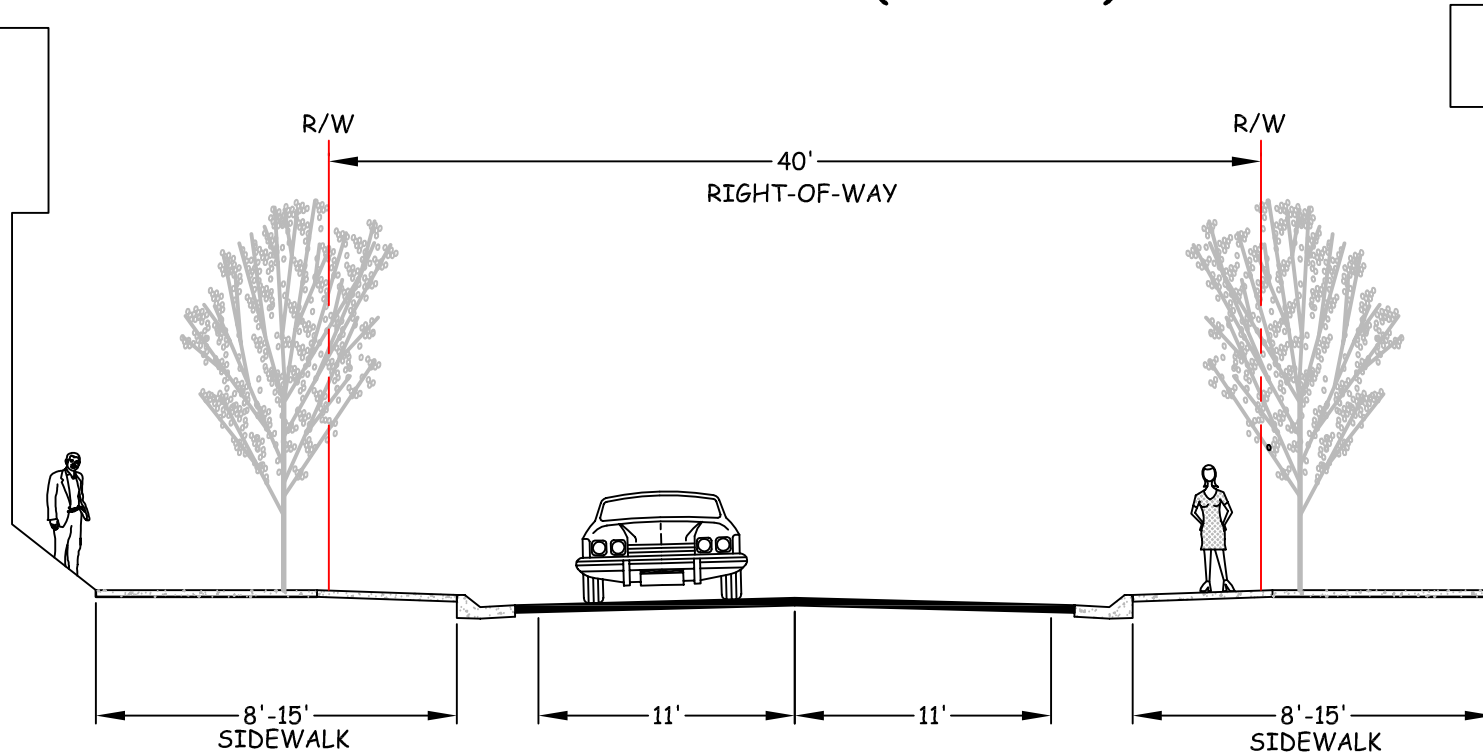


DESCRIPTION:

- 2 THROUGH LANES
- NO SIDEWALKS OR BIKE LANES

- CONCEPTUAL TYPICAL SECTION TO BE USED FOR PLANNING PURPOSES ONLY

TWO-LANE VEHICULAR MID-BLOCK CONNECTOR W/ SIDEWALKS (40' ROW)

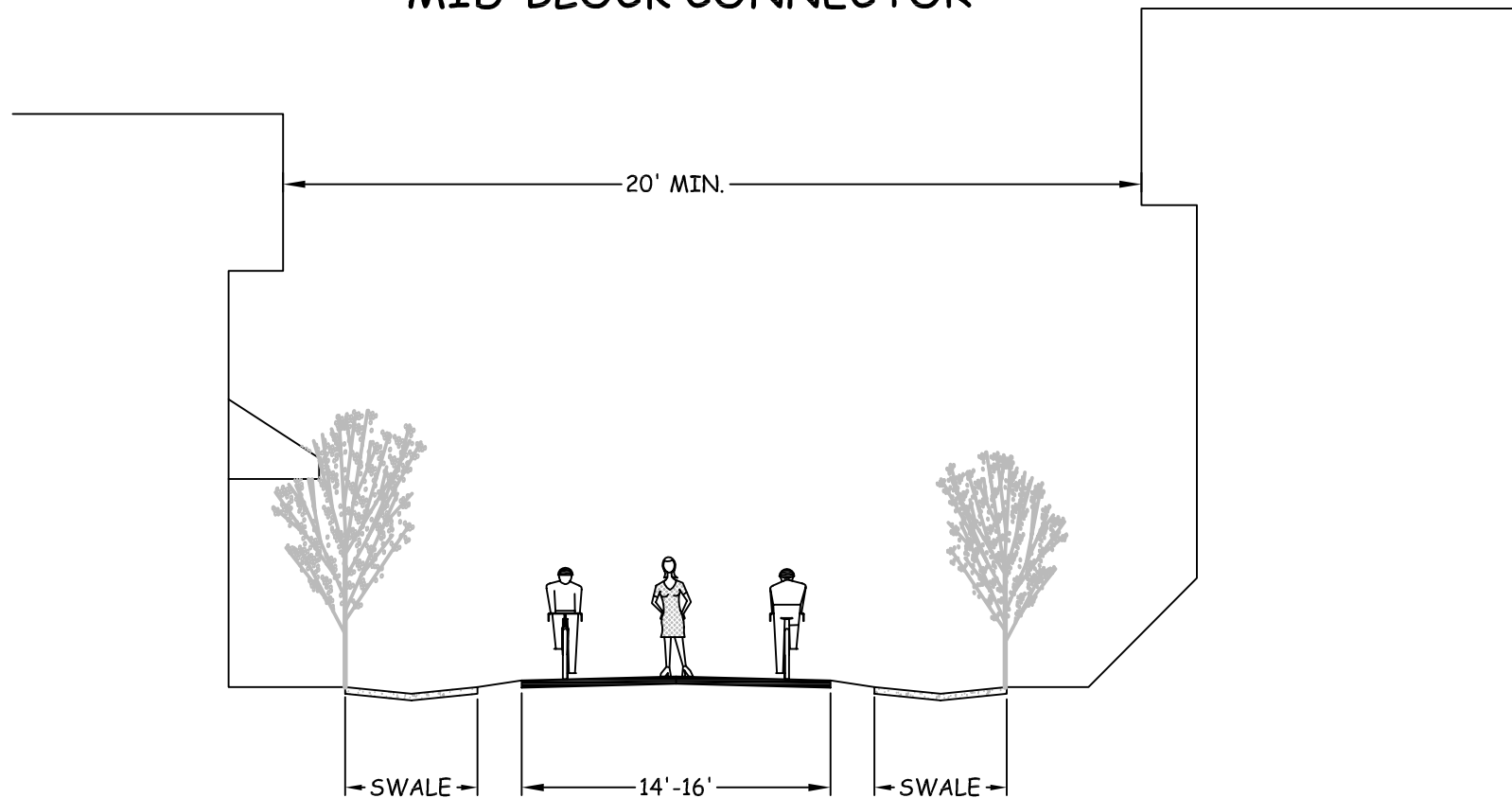


DESCRIPTION:

- 2 THROUGH LANES
- SIDEWALKS

- CONCEPTUAL TYPICAL SECTION TO BE USED FOR PLANNING PURPOSES ONLY

PEDESTRIAN AND BICYCLE MID-BLOCK CONNECTOR



DESCRIPTION:

- PEDESTRIANS AND BICYCLES
- NO VEHICLES
- 14' - 16' WIDE

- CONCEPTUAL TYPICAL SECTION TO BE USED FOR PLANNING PURPOSES ONLY